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IDEA-0178-69
Copy 1 of 7

25 February 1969

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report to [redacted] Burbank and San Diego, California, 1 Thru 13 February 1969 25X1

1. The purpose of this trip was to conduct test on U-2R parachute for mid-air modification for steerability, test modification for S1010 pressure suit for attachment of tree let-down devise, discuss survival equipment and survival training program and obtain rescue recovery equipment for training. 25X1

2. On 3 and 4 February was at Burbank, California, working with Lockheed parachute rigger, [redacted] on the modification of two parachutes to incorporate the mid-air modification for the purpose of performing test jumps. (The mid-air modification is standard on all Air Force 28 foot diameter parachutes with a four-line release. It is necessary to make a six-line release on the U-2R parachute due to the 35 foot diameter canopy having more lines and different configuration.) The modification consists of a lanyard attached to each rear connector link and extending mid-way down each rear riser through a sleeve with a loop at the end. Three lines on the inside of each rear riser are removed from the connector link and secured around the link with the attached lanyard using a chain link method and secured with a half-hitch and tacking. To release the three lines on each riser during parachute descent, grasp the loop on the end of the lanyard and pull down. Releasing of the six lines will cause a large "lobe" or "scallop" to form on the rear of the canopy skirt. The lobe provides

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a facility for turning and steering the parachute and also significantly reduces oscillation.

3. On 5 and 6 February, parachute jumps were scheduled 25X1 at [redacted] to test the mid-air modification but was canceled due to rain and high winds. Worked on training and equipment with Life Support personnel.

4. On 7 February, two test jumps were made with the mid-air modification from a UH-1 helicopter from an altitude of 2,500 feet above terrain. The first test jump was made 25X1 by [redacted] with [redacted] jumping a standard T-10 steerable parachute for control. The second test 25X1 jump was made by [redacted] with [redacted] jumping the T-10 parachute for control. The performance of the parachutes with the mid-air modification was as programmed. Parachutes were repacked and made ready for test jumps scheduled on 10 February. 25X1

5. On 10 February two test jumps were accomplished, a repeat of 7 February. Parachute performance was good. Parachutes were repacked for jumps scheduled 11 February.

The modification of the S-1010 pressure suit intergrated harness for attaching the tree let-down device was 25X1 tested by [redacted] with complete S-1010 pressure suit and survival kit from a 35 foot parachute training tower. The modification consisted of an equipment ring attached to the horizontal chest strap between the harness adjusting adapters. The modification worked well in every respect. The hook-up of the tree-lowering device and descent to the ground was accomplished with ease. Test of this modification was previously conducted by [redacted] This 25X1 concludes the testing of this modification. Recommend that all S-1010 pressure suits be modified with the equipment ring for hook-up of the tree let-down device as tested.

6. On 11 February two test jumps were accomplished same as on 7 and 10 February. Performance of the parachute with the mid-air modification was excellent. [redacted] was able 25X1 to steer the parachute within inches of a five-foot target from 2,500 feet. This completes the live test jumps for the mid-air modification. Studies are being made to see if any further testing is necessary to qualify the modification.

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7. On 12 February, went to Imperial Beach Naval Air Station, San Diego, California, to discuss rescue recovery equipment with LCMDR Crowell. Arrangements for this discussion was made by [redacted] A forest penetrator was borrowed for [redacted] Pilot Training. Arrangements were made to obtain rescue recovery equipment from Imperial Beach as necessary for current training of [redacted] pilots in recovery equipment and methods.

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CONCURRENCE/AND OR COMMENT:

25X1 [redacted]
C/AMS/OSA 25 Feb 1969
Date

25X1 [redacted]
Director of Special Activities 9 Mar
Date

25X1 AMS/OSA [redacted]
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